

QUARTERLY

APRIL | MAY | JUNE | 2005

NATIONAL CAPITAL PLANNING COMMISSION

Washington's Circulator Transit Service to Launch this Summer

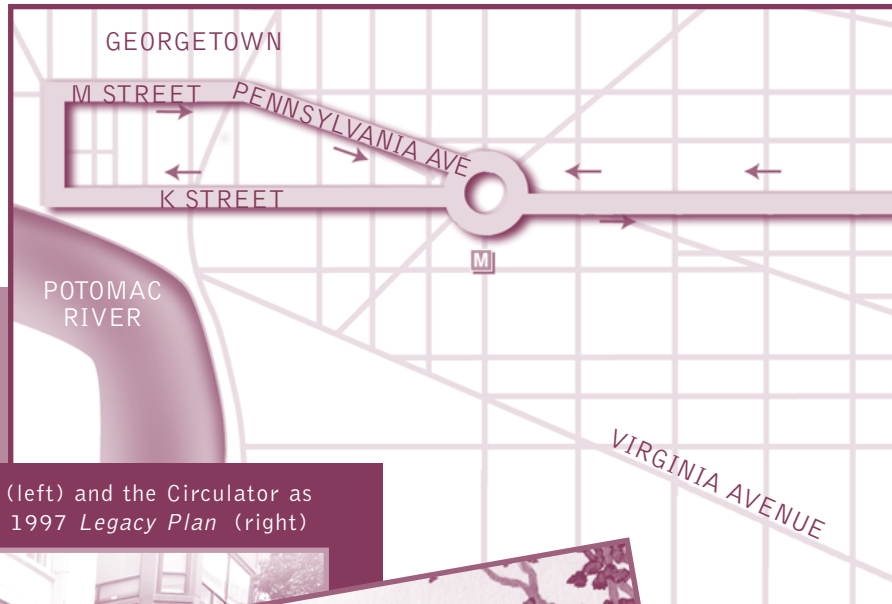
Washington, D.C.'s city streets will soon welcome the Circulator, a convenient, low-cost transit service that will transport Washington residents, workers, and visitors to local destinations. The inexpensive hop-on/hop-off service, first introduced in the National Capital Planning Commission's 1997 *Legacy Plan*, is scheduled to make its official launch on July 10.



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Map depicting the Convention Center/ SW Waterfront route and the Georgetown/ Union Station route

The new Circulator (left) and the Circulator as depicted in NCPC's 1997 *Legacy Plan* (right)



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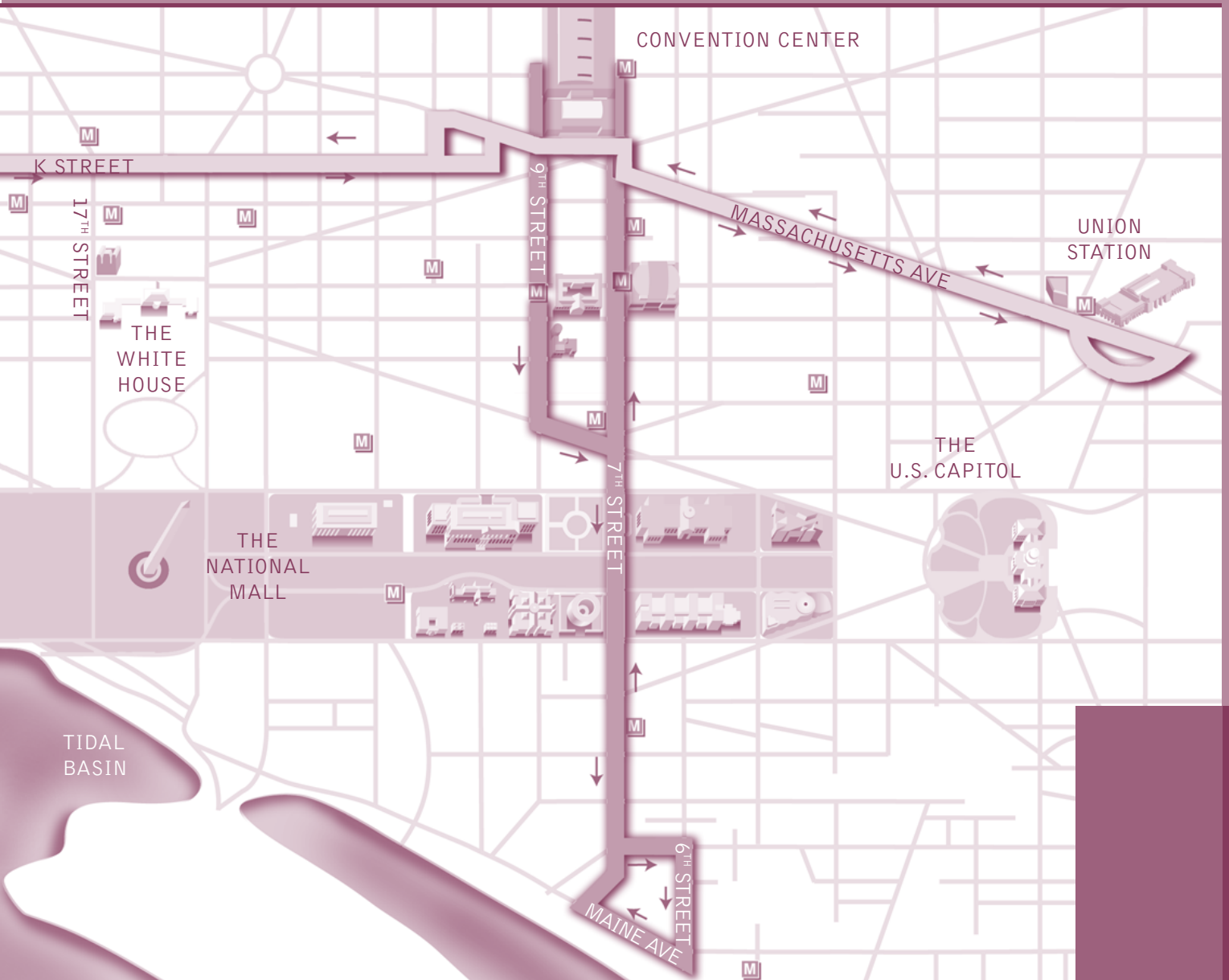
The Circulator is a result of a partnership that originated with the District Department of Transportation, the Downtown Business Improvement District, the National Capital Planning Commission, and the Washington Metropolitan Area Transit Authority.

With its large windows, simple transaction system, stops at key Washington attractions, and low fare, the Circulator will provide an appealing mode of transit for thousands of riders.

NCPC identified the need for a Circulator-like system while conducting transportation analysis for the *Legacy Plan*, the agency's long-range vision for development in the nation's capital. NCPC envisioned a system that would enhance existing transit options by moving people easily and inexpensively between offices, downtown, and the National Mall.

The new transit system will initially operate along two routes. The Convention Center/SW Waterfront route will run on 7th Street and 9th Street between the Washington Convention Center and the Southwest waterfront with stops that include the MCI Center, Pennsylvania Avenue, and Constitution and Independence Avenues along the National Mall. The Georgetown/Union Station route will run east/west between Union Station and Georgetown. From Massachusetts Avenue the service will continue along K Street, stop near the Georgetown waterfront, circle back along M Street and Pennsylvania Avenue, and resume on K Street.

These two routes will intersect with one another near the Washington Convention Center and are designed for easy transfer to other systems, including Metrorail, a planned K Street busway, and other services. A White House/U.S. Capitol route and a Monuments route are planned for future operation.



At just \$1 per trip, buses will run every five to ten minutes and riders will have access to the service seven days a week, from 7:00 am until 9:00 pm.

NCPC and its partners expect that the Circulator will result in positive changes to the city's traffic and air quality. With 1 million residents and workers and 20 million annual visitors, Washington stands to benefit as people trade in the expense and hassle of driving and parking for the convenience and affordability of riding the Circulator. By providing single-occupant drivers with an attractive transportation alternative, the Circulator will help reduce traffic congestion and air pollution.

The Circulator will:

- Provide riders with a convenient and affordable method of local transit.
- Enhance Washington's existing transit systems.
- Reduce traffic congestion and air pollution by reducing the number of single-occupant vehicles.
- Spur economic development by providing convenient transportation to local restaurants, businesses, and attractions in downtown Washington, D.C.

NCPC to Team with DDOT in Studying Rail Relocation Alternatives

A recently awarded \$1 million regional grant will be used to study relocation alternatives for a rail line that currently divides Washington, D.C. and transports hazardous materials through the city.

The District Department of Transportation (DDOT) and the National Capital Planning Commission (NCPC) will examine a seven-mile stretch of rail owned by the CSX Corporation. The line runs from Alexandria, Virginia to Hyattsville, Maryland and passes through the heart of Washington, posing security, accessibility, and development challenges for the nation's capital. The segment is vital to the East Coast rail corridor, which moves some 250 million tons of freight and more than 100 million passengers annually.

“NCPC has long advocated increasing access to Washington’s waterfront and reestablishing the connection between the monumental core, Southeast, and Southwest. Relocating the rail line can help make this a reality.”

José L. Galvez III
Chairman, South Capitol Street Task Force

The Department of Homeland Security’s 2005 Urban Areas Security Initiative (UASI) will fund the study, *Securing Freight Rail Transportation in the National Capital Region*. UASI funds are used to address the planning challenges of high-risk urban areas and to assist in the prevention of or recovery from threats or acts of terrorism. At the invitation of DDOT, the official grant recipient, the National Capital Planning Commission will assist with the study.

“We are pleased to team up with the District Department of Transportation on this important issue,” said NCPC Executive Director Patricia Gallagher. “Through our combined efforts, we can work to resolve some of the challenges facing this vital rail corridor.”

The rail line carries hazardous cargo through Washington’s monumental core, posing a potential security threat to the nation’s capital. The study will address the security risks and explore the infrastructure and transportation limitations of the line. Further, it

will present a unique opportunity to reconnect Southeast and Southwest Washington to the rest of the city. The line currently fractures these neighborhoods from the monumental core, separates Capitol Hill from the Anacostia River, and limits public access to the waterfront.

“We need to do everything in our power to protect our city, its facilities and institutions, and the people who live and work here,” said District Department of Transportation Director Dan Tangherlini. “The rail line not only presents a critical security concern, it presents a barrier to economic development for the District. We look forward to NCPC lending its expertise on this matter as we work to improve rail transit along the East Coast.”

NCPC and DDOT will coordinate their efforts with a working group of regional stakeholders that NCPC previously assembled. The group includes CSX, the Commonwealth of Virginia, the State of Maryland, the Transportation Security Administration, the Federal Railroad Administration, the Architect of the Capitol, and the Metropolitan Washington Council of Governments.

Last summer, members of the working group and other dignitaries took a ride-the-rails tour with NCPC commissioners and staff on a VRE train to get a firsthand look at the tracks between Alexandria and Union Station. The tour illustrated the potential security risks to the nation’s capital and the current infrastructure and transportation limits of the line.

The project has three main goals:

1. Identify the constraints of the existing alignment and the costs and benefits of relocation.
2. Identify potential alternative alignments.
3. Identify a preferred alignment.

The study will define critical freight service destinations, topographical and environmental characteristics, and locations of significant population and employment. A thorough analysis of the Potomac River within the Washington, D.C. region will be performed to identify suitable locations for a new rail crossing. The estimated nine-month study will also assess the redevelopment potential of the area.



Rendering depicts proposed courtyard enclosure.



1968 Historic American Buildings Survey (HABS) photograph shows historic courtyard landscape prior to its demolition.

Commission Disapproves Final Plans for Canopy Enclosure for the Patent Office Building

Following a presentation and public discussion, the Commission voted to disapprove the Smithsonian Institution's final plans for the enclosure of the courtyard at the Patent Office Building.

The Patent Office is considered one of the most historically significant buildings in Washington. Located on 8th Street, between F and G Streets, in downtown Washington, it occupies a key site in the L'Enfant Plan. This National Historic Landmark was designed by Robert Mills, the first American-born and American-trained architect, and is one of the most significant Greek Revival buildings in the nation. Construction on the building began in 1836 and lasted more than three decades.

Prior to voting, the Commission considered comments and testimony from the Advisory Council on Historic Preservation, the Secretary of the Interior, the National Trust for Historic Preservation, the District of Columbia Historic Preservation Review Board, and the Committee of 100, a prominent local citizens organization. All stated that the proposed canopy plans would have an adverse impact on this cherished landmark. After weighing both public comments and professional analysis, the Commission determined that the proposed canopy design would degrade the character of the Patent Office Building.

Also of great concern to the Commission was the Smithsonian's decision to terminate the Section 106 process in March. Section 106 is part of the National Historic Preservation Act that requires federal

agencies to consider a project's potential impact on historic resources and requires an agency to recommend ways to avoid or minimize any adverse effects. In addition, the Smithsonian demolished the courtyard and poured the footings for the canopy columns without approval from NCPC or the Commission of Fine Arts. These actions limited NCPC's ability to recommend design changes and failed to meet the Commission's project submission guidelines, which state that applicants are not to issue construction contracts prior to receiving final approval.

As part of its June action, the Commission required the Smithsonian to reconstruct the south stairs (removed in 1936) as a way of rehabilitating the building's appearance and making it accessible. The Commission further asked that the Smithsonian Institution return to NCPC with plans to reconstruct a courtyard design and to implement a variety of improvements to the Patent Office reservation. The Commission advised that its disapproval of the proposed canopy would not preclude the Smithsonian from submitting a revised design for a courtyard enclosure.

During the two previous review phases for this project, the Commission outlined its concerns regarding the height of the canopy design; requested that the proposed cooling tower be lowered; and asked that plans and elevations related to the courtyard be provided. The Commission also introduced the idea of reconstructing the south stairs at that time.

NCPC appreciates the Smithsonian's desire to reinvigorate this important structure, and looks forward to reviewing a revised design that preserves the integrity of this historic landmark.

Department of Defense Developed New Master Plan for the Pentagon

With the exception of the Transportation Management Plan (TMP), the Commission approved a new master plan for the Pentagon. The master plan addresses several issues that have arisen since the previous document was approved in 1991. The new master plan's two primary objectives are to outline a completed perimeter security program at the reservation and to implement sustainable environmental strategies, such as consolidating surface parking into multi-level structures and restoring impervious land areas into open and sustainable landscape. Additional topics covered in the master plan include incorporating a heliport; improving vehicular and pedestrian circulation; creating an industrial zone; and developing design guidelines to enhance and protect the historic Pentagon Reservation.

Riverwalk Will Serve Pedestrians and Bicyclists Along the Anacostia River

Guided by the Anacostia Waterfront Initiative (AWI), the District of Columbia Department of Transportation continues to develop the Anacostia Riverwalk, a multi-use trail for bicycles and pedestrians that will extend along the east and west sides of the Anacostia River. At its June meeting, the Commission approved preliminary and final site development plans for Section 2 of the project.

Section 2 of the Anacostia Riverwalk includes all portions of the trail west of the river from the Washington Navy Yard on the south to Benning Road on the north. As planned in Section 2, the trail will include circular resting and orientation areas with benches, bike racks, interpretive signs, and maps. The trail will be seamlessly integrated into the shoreline and use grasses, shrubs, and a combination of canopy, evergreen, and ornamental trees to enhance existing landscaping. Once complete, the trail is expected to increase the use of the river and shoreline.

Plans for Georgetown's Waterfront Park Nearly Complete

The Commission approved final site development plans for the Georgetown Waterfront Park, stretching from 34th Street to Wisconsin Avenue in Northwest Washington, D.C. Once implemented, several new amenities will grace the waterfront, including a reconstructed bike trail, a promenade, a labyrinth, and an area for the future design of a children's sculpture garden. The final plans provide details on issues such as grading, sidewalks, lighting, and landscaping; but the commission has yet to review several elements, including the overlook structures, a pergola with seating area, and a central fountain area for the park.

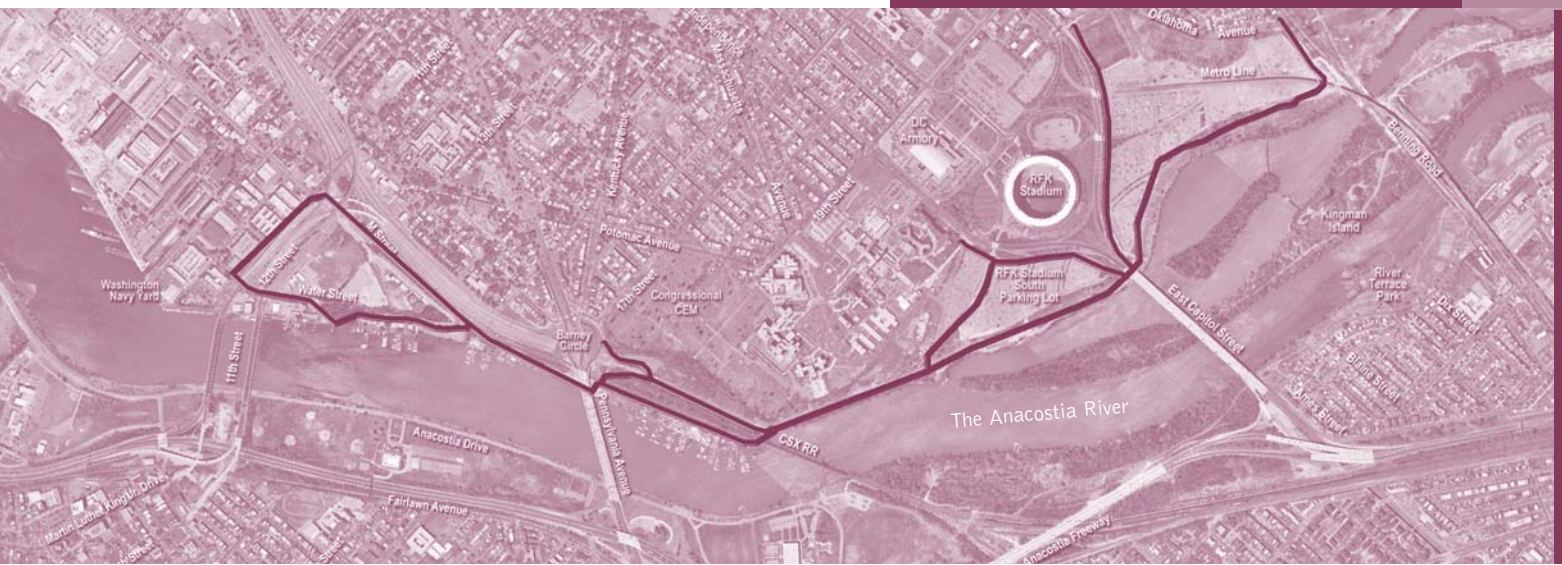
National Foreign Affairs Training Center To Expand

Since the Commission last reviewed a proposal for new construction at the George P. Schultz National Foreign Affairs Training Center in Arlington, the Department of State has reduced the size of the new administrative classroom and modified its Transportation Management Plan (TMP). In addition to a classroom, plans for the center include a dining facility, an expanded visitor center, and an expanded childcare facility. The Commission approved the revised TMP and preliminary and final site and building plans for the building additions and expansions.

Rendering of plans for changes to Georgetown's Waterfront Park



The Anacostia Riverwalk will make the waterfront accessible and provide trails for pedestrians and cyclists.





Commission Approves New Facilities at Fort Myer

The Commission approved preliminary and final site and building plans for the Phase I Barracks Complex at Fort Myer in Arlington, Virginia. According to the proposal, the Department of the Army will construct two barracks buildings for unaccompanied enlisted personnel, an operations facility, and an underground chiller plant. Plans also include related site work, utilities, and the demolition of two existing barracks buildings and one administrative building. The new three-story brick barracks buildings will house 420 enlisted personnel; the new two-story brick operations facility will contain the Army's continuing education center and library and provide administrative, training, supply, and support areas.

Department of Housing and Urban Development To Build New Child Development Center

The Commission approved the design concept for a new 8,000-square-foot child development center at the Department of Housing and Urban Development (HUD) in Southwest Washington, D.C. The new facility will replace the existing childcare center, which does not comply with GSA safety standards. To be located under the arcade on the building's first level, the proposed facility will be screened from nearby streets by a secured parking lot. The Commission requires HUD to use special pavement or markings to identify the main entrance and thereby avoid potential circulation conflicts. In the next submission for this project, the Commission also requires additional programmatic and design information on the operations of the infant outdoor play area.



The entrance of HUD's proposed child development center

New Antennas Will Be Installed at Space Flight Center

For a period not to exceed 10 years, the Commission approved preliminary and final site and building plans for seven transmitting and receiving antennas on Building 25 in Goddard Space Flight Center in Prince George's County, Maryland. The antennas are intended for a prototype facility that will provide rescue signal identification through the Global Positioning Satellite system. In their elevated arrangement within a wooded section of the center, the antennas will be minimally visible.

Commission Found No Adverse Impact on Zoning Proposal for Land Acquired by Catholic University

The Commission concluded that a proposed map amendment to zone property now owned by Catholic University of America would not adversely impact federal interests or be inconsistent with the *Comprehensive Plan for the National Capital: Federal Elements*. Congress directed the Armed Forces Retirement Home—Washington to sell the 49-acre stretch of land—located west of Catholic University's main campus—to the school. On the recently acquired parcel, the university plans several activity areas and temporary housing units.

May

May 5, 2005

Commission Approves New Security Policies

Since the *National Capital Urban Design and Security Plan* was adopted in 2002, it has guided more than 80 federal security submissions in the nation's capital. As a result of the plan, federal agencies are developing security solutions that incorporate thoughtful urban design practices.

To address evolving security needs, the Commission adopted new urban design security policies that will supplement the *National Capital Urban Design and Security Plan*. The new policies promote the use of a wider array of risk management strategies for different threat conditions. For example, gathering intelligence and improving operational procedures are two types of strategies that can bolster security without adding physical perimeter elements. NCPC also promotes solutions that respect the region's transportation needs—ensuring safe and efficient mobility for residents, workers, and visitors. Finally, the new policies address further physical perimeter security, including design and placement of barriers and the design of urban landscapes. The Commission will apply these new policies to permanent and temporary security projects that it reviews.

Coordination Still Needed on Master Plan for Judiciary Square

A new master plan for Judiciary Square will revitalize the historic area and coordinate the reorganization of the D.C. Courts. The Commission approved the Judiciary Square Master Plan, but excepted several vital elements from its approval: the realignment of the south curb line of E Street between 4th and 5th Streets; the design, placement, and use of lay-bys on E Street; the use of F Street for bus drop-off/pick-up; and the shared use of a planned 4th Street loading dock. The Commission deferred action on these elements for 90 days and asked that the D.C. Courts address these elements with all of the relevant parties and re-submit a proposal to NCPC in time for the August Commission meeting.

Department of Energy Plans Security for Forrestal Complex

The Department of Energy submitted a design concept to secure its Forrestal Complex, located on Independence Avenue in Southwest Washington, D.C. The Forrestal Building is elevated three stories and supported by 40 columns to allow for unimpeded pedestrian and vehicular circulation. Due to the building configuration and its location in the nation's capital, the Department of Energy considers this facility to be a potential terrorist target. To guard against both vehicle- and pedestrian-borne explosive attacks, the department proposed a six-phase security concept. The Commission approved phases 1, 3, and 6, but disapproved the other three concept phases. Phase 1 consists of wraps that will strengthen the existing ground-level columns; Phase 3 reinforces the area of the building that spans over 10th Street; and Phase 6 provides a new enclosure at the building's core in order to increase the stand-off distance and protect the emergency stairs. In submitting additional security proposals for the complex, the Commission requires the Department of Energy to include a programmatic evaluation of removing the portion of the building mass that spans over 10th Street.

Design concept of security improvements at the Forrestal Complex



Commission Approves Two New Facilities on Andrews Air Force Base

In separate actions, the Commission approved concept site and building designs for two new facilities on Andrews Air Force Base in Camp Springs, Maryland. The first project calls for a 141,800-square-foot, 265-room Visiting Quarters Facility to replace the existing visiting quarters. Current quarters are housed in cottage-style buildings constructed in 1946 and last renovated in 1994. Based on the identified operational and physical shortcomings of the current facilities, the Department of the Air Force proposed demolishing the cottages and constructing a new three-story, four-wing building to accommodate visitors. The site will include 181 parking spaces and five acres of park-like space with deciduous trees and open lawn.

The second project replaces the existing Temporary Lodging Facility with a new 69,655-square-foot, 50-bedroom building. The existing lodging has undergone numerous renovations but is now of marginal quality and does not meet current DoD or Air Force standards for temporary lodging. The new two-story, four-wing facility will provide 24 one-bedroom and 26 two-bedroom units. The site will include 75 parking spaces, a fenced playground area, and a park-like setting.

NCPC Comments on D.C. Capital Improvements Plan for FY2006

The Commission reviewed the District of Columbia’s proposed Capital Improvements Plan for FY2006. The District’s plan includes 87 ongoing projects and 53 new projects for an FY2006 total of \$583 million. The Commission commended the District’s inclusion of projects that support federal interests by contributing to the capital’s overall appearance, preserving historic records and built features, and enhancing the transportation system. In its comments, the Commission stated that the District must further coordinate with federal agencies on projects that involve a special shared interest. In particular, these projects include St. Elizabeths Hospital; the area covered by the Anacostia Waterfront Initiative; the site of the former convention center; and sites currently used or proposed for park, open space, or recreational uses. The Commission reminded the District of NCPC’s review role in several categories of District projects and stated that the District must submit the Highway Trust Fund Program as part of the Capital Improvements Program.

Commission Adopts Modified Shaw School Urban Renewal Plan

The Commission adopted a resolution that would modify the Shaw School Urban Renewal Plan to allow for mixed uses and increased density. The modifications were proposed after the D.C. Office of Planning completed a development framework plan to guide development within the Shaw neighborhood. As a result of the modifications, parcels 26, 33, and 42 (roughly located within the area of 7th and 8th Streets and R and T Streets, NW) that were previously designated as “residential” will become “mixed use” areas, developed for office, retail, and housing uses.

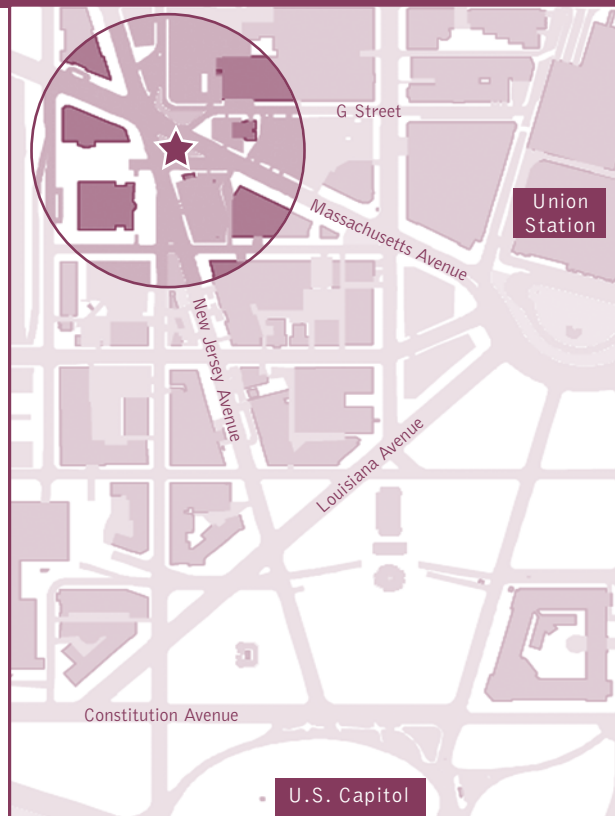
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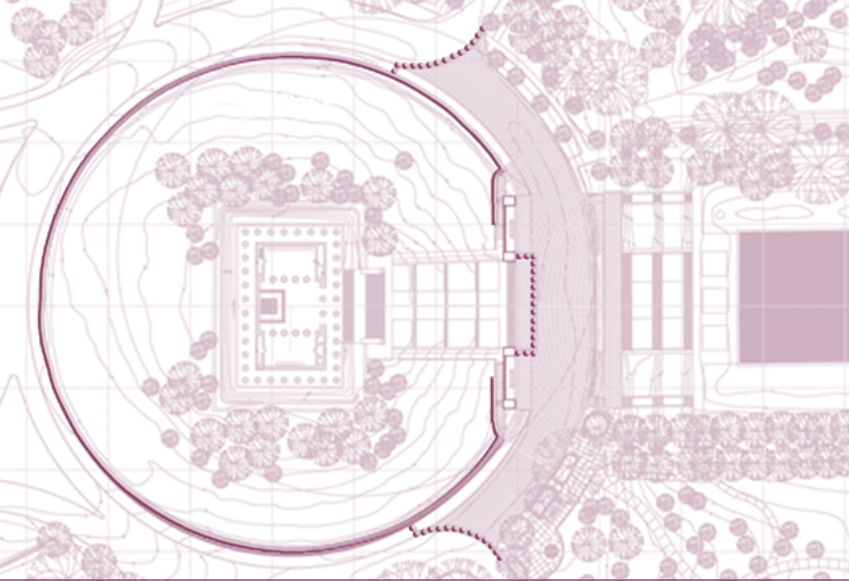
The proposed memorial site has a prominent view of the U.S. Capitol.

Site Selected for Memorial to Victims of Communism



A memorial honoring more than 100 million victims of communism will be located in an emerging office area in Northwest Washington, D.C. The Commission approved a triangular-shaped site bounded by New Jersey Avenue, Massachusetts Avenue, and G Street, NW.

NCPC’s *Memorials and Museums Master Plan* characterized the site as an appropriate location for a small-scale memorial. Just two blocks from Union Station, the parcel lies in the immediate vicinity of the Georgetown University Law Center and the Government Printing Office and has an excellent view of the U.S. Capitol. The Commission concluded that locating a memorial on this site would help to preserve a L’Enfant-designed green space while enhancing the overall ambiance of the office district.





Lincoln Memorial security elements

-  Bollards
-  Retaining Wall

Revised Design for Security at the Lincoln Memorial Moves Forward

The National Park Service continues to develop plans for securing the Lincoln Memorial against potential vehicular attacks. In response to the latest submission, the Commission approved placing the bollard line at the inner edge of the Lincoln Memorial Circle, near the base of the memorial's stairs; extending the retaining walls towards the handicapped-accessible ramps; and continuing the retaining walls along the back of the ramps.

As the National Park Service further develops concept plans, the Commission recommended that it provide designs for the following elements: the placement of the bollard line in relation to the curb edge and the plinths at the base of the staircase; the appearance and spacing of the bollards; and the pavement material and layout envisioned for Memorial Circle.

Before the Commission reviews subsequent phases of this project, the National Park Service must complete the National Environmental Policy Act review and respond to public comments on the project's potential environmental effects. In addition, a 2003 Memorandum of Agreement, which stipulated that the bollard line would be placed at the outer edge of the plaza and circle, must be amended to conform to the current proposal.

Temporary Use Approved for Former Washington Convention Center Site

The Commission approved preliminary and final site and building plans for a temporary parking lot at the site of the former Washington Convention Center. The lot is intended to provide short-term parking rather than commuter parking. In addition, the space will be designed to accommodate outdoor public events such as festivals. The Commission approved this temporary use for a period not to exceed five years with the understanding that a permanent solution will follow.

FDA's White Oak Campus Continues to Grow

The Center for Drug Evaluation and Research will become the fifth building constructed on the 710-acre campus of White Oak Federal Research Center in Montgomery County, Maryland. At its April meeting, the Commission approved preliminary and final site and building plans for this three-wing, six-story building that will provide support space for 1,100 employees. Based on comments made by the Commission during the concept phase, FDA further articulated its parking plan, which will allow approximately one space for every two employees. In order to eliminate redundant and wasteful efforts, a landscaping plan will be implemented as the last construction phase at the campus.

Zoning Amendment Advances Revitalization Plans for Takoma

The D.C. Zoning Commission proposed a text and map amendment that will advance goals of the Takoma Central District Plan, which establishes a vision for future development and preservation in the District area. The amendment implements guidelines and standards for revitalization related to historic preservation, market economics, land use, urban design, and transportation. Revitalization plans encourage a mix of retail and residential uses that will boost the area's economy and create a safe and lively environment at the street level. The Commission concluded that the amendment would not adversely affect the identified federal interests and would be consistent with NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

Enclosure To Diminish Visual and Noise Impact of Emergency Generator

The Commission approved preliminary and final site and building plans for an enclosure around emergency generator exhaust fans near Building 2 of Walter Reed Army Medical Center. The project will run underground exhaust pipes from the new emergency generator plant to the existing exhaust discharge structure. An enclosure will visually screen the equipment, direct exhaust, and meet noise-control standards. Finishes on the new enclosure will match the precast concrete and bronze finishes appearing on Building 2.

Commission Notes



NCPC and Canberra officials view redevelopment efforts in downtown Washington

On June 17, Executive Director Patricia Gallagher and staff welcomed Australian Capital Territory Chief Minister Jon Stanhope to NCPC. Stanhope and members of his senior staff visited the agency to discuss how NCPC balances federal and local interests when reviewing development projects. The Australian delegation also joined staff on a walking tour of the Penn Quarter neighborhood and visited the South Capitol Street corridor. The group was particularly interested in seeing examples of recent revitalization efforts as well as future redevelopment projects.

On May 26 and 27, Ms. Gallagher hosted the Federal Executive Institute in the program, "Leadership Challenges in the Nation's Capital, Post 9/11." The visiting federal leaders learned about NCPC initiatives, toured Washington, and heard from keynote speaker Michael Powell, former Chairman of the Federal Communications Commission.

Deputy Executive Director Marcel Acosta served as a guest on WAMU's Kojo Nnamdi radio program on May 9 to talk about the future of the National Mall. Joining Mr. Acosta on the program were Senator Craig Thomas (R-WY), John Parsons of the National Park Service, Judy Scott Feldman of the National Coalition to Save Our Mall, and Maurice Barboza of the Black Patriots Memorial Project. Mr. Acosta explained the importance of preserving the Mall for future generations and described the success of NCPC's *Memorials and Museums Master Plan* in guiding recent memorial sponsors to appropriate sites for their commemorative works.

Judy Scott Feldman, Marcel Acosta, John Parsons, and Kojo Nnamdi



On April 29, Ms. Gallagher shared NCPC's expertise in security planning and design as a panelist at the Regional Plan Association's annual assembly, held in New York City. In the workshop session, "Securing the New York Region: Infrastructure and Urban Design in the Post 9/11 Age," Ms. Gallagher discussed NCPC's *National Capital Urban Design and Security Plan* and described how its policies can be applied in other cities. Other panelists included U.S. Representative Carolyn Maloney from New York and Anthony Coscia, chairman of the Port Authority of New York and New Jersey.

Commission & Staff Announcements



NCPC welcomed a new Commission member in April when President Bush appointed **Herbert F. Ames** to a six-year term. Mr. Ames is a licensed real estate broker in South Carolina and is CEO of the Ames Company, which develops and markets commercial real estate.

He has been a member of many boards and committees and was elected to the Florence County Council for two terms.

Mr. Ames fills the seat vacated by **Richard Friedman**, who was appointed to the Commission by President Clinton in 2000. During his service, Mr. Friedman chaired the Commission for six months in 2000 and chaired NCPC's interagency security task force from 2001-2004. His leadership played a large role in the development of the agency's groundbreaking *National Capital Urban Design and Security Plan*. NCPC thanks Mr. Friedman for his service.

NCPC also bid farewell to Commission representative **Johanna Hardy**. Ms. Hardy first served on the Commission as a representative for Senator Fred Thompson from 1999 until 2001. She later returned to NCPC in 2003, serving as the representative for Senator Susan Collins until May 2005. The Commission thanks Ms. Hardy for her valuable comments on significant federal projects.

During the quarter, the Commission welcomed **Kris Johnson**, a part-time contract employee who works with Capital Business Solutions. Serving as the agency's comptroller, Ms. Johnson is preparing NCPC for a financial statement audit, as required by the Tax Accountability Act of 2002. Ms. Johnson has more than 10 years of business experience in the federal arena, including auditing, financial analysis, risk reduction, cost accounting, business strategy, process improvement, and business reorganization.

In April, NCPC said goodbye to **Wayne Costa**, who served as general counsel and congressional liaison during his 3½-year service to the Commission. Mr. Costa made significant contributions to the agency, including updating NCPC's Environmental and Historic Preservation Policies; negotiating agreements for the redesign and construction of Pennsylvania Avenue at the White House; and advising staff on prominent review projects. NCPC wishes Mr. Costa all the best in his new position as general counsel for a real estate investment and development corporation in San Francisco.

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The National Capital Planning Commission is the federal government's planning agency in the District of Columbia and surrounding counties in Maryland and Virginia. The Commission provides overall planning guidance for federal land and buildings in the region. It also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.

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Secretary of the Interior

The Honorable Stephen A. Perry
Administrator of General Services

The Honorable Susan M. Collins
Chairman, Senate Committee on Governmental Affairs

The Honorable Tom Davis
Chairman, House Committee on Government Reform

The Honorable Anthony A. Williams
Mayor of the District of Columbia

The Honorable Linda W. Cropp
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